

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Small Transport and Commuter Airworthiness Assurance Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of the small transport and commuter airworthiness assurance working group.

SUMMARY: Notice is given of the establishment of a Small Transport and Commuter Airworthiness Assurance Working Group by the Transport Airplane and Engine Subcommittee.

DATES: William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-9954; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (ARAC) (56 FR 2190, January 22, 1991 (which held its first meeting on May 23, 1991 (56 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standard for transport category airplanes, engines, and propellers in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33, 35).

Before the establishment of the Aviation Rulemaking Advisory Committee, the agency's Research, Engineering, and Development Advisory Committee established a Transport Airplane Safety Subcommittee. In turn that subcommittee established the Airworthiness Assurance Task Force to

deal with issues arising out of the tragic aircraft accident in Hawaii involving an Aloha Airlines B-737. The ARAC Transport Airplane and Engine Subcommittee was tasked with assuming jurisdiction over the Airworthiness Assurance Task Force. This was accomplished, and a notice of establishment renaming the Task Force and restating its tasks is published elsewhere in this issue of the *Federal Register*.

After discussing the Airworthiness Assurance Task Force, the subcommittee identified a need to establish a similar working group to deal with similar airworthiness assurance issues for airplanes typically operated by regional and commuter airlines. These airplanes generally weigh less than 75,000 pounds maximum certificated takeoff weight, and they do not have supplemental inspection programs based on damage tolerant criteria or equivalent. Based on these considerations, the subcommittee recommended and the FAA agreed to form this parallel group. This notice establishes the Small Transport and Commuter Airworthiness Assurance Working Group to consider those issues.

Specifically, the Small Transport and Commuter Airworthiness Assurance Working Group's tasks are:

Task 1. Develop criteria, requirements, and guidance to set operational limits on airplanes of less than 75,000 maximum certificated takeoff weight type used in scheduled air carrier or commuter service, which were not certificated to damage-tolerance criteria or do not have approved supplemental inspection programs or equivalent.

Task 2. Develop criteria, requirements and guidance necessary to operate beyond the operational limits established under task 1. These may be presented as a rule, an advisory circular, or a combination of them, and may include guidance for supplemental inspection programs.

Reports

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation to the Subcommittee before proceeding with the work stated under item C, below.

C. Draft a Notice of Proposed Rulemaking proposing requested or modified new or revised requirements, a supporting economic analysis, and other required analysis, with any other

collateral documents (such as Advisory Circulars) the Working Group determines to be needed.

D. Give a status report on each task at each meeting of the Subcommittee.

The Small Transport and Commuter Airworthiness Assurance Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should *write* the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request will be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Small Transport and Commuter Airworthiness Assurance Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 19, 1992.

William J. Sullivan,

Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-28935 Filed 11-27-92; 8:45 am]

BILLING CODE 4910-13-M